

## **FY 2010 Appropriations Requests Sent to the Full Appropriations Committee**

### **Retooling of Manufacturing Plants**

Fund programs that could provide incentives to retool and reuse vacant manufacturing plants. Reusing these facilities would reduce infrastructure costs and would serve to bring new technology development and production into Michigan and other states that are similarly suffering from a loss of manufacturing. A great deal of vacant factories and an under-utilized labor force already exist in these areas. Specific proposals include the following:

- Establish a new program and provide \$100 million for economic development and technology development grants at manufacturing facilities that closed within the last two years. These grants would be for purposes of retooling existing manufacturing facilities (including automotive and automotive parts plants) to produce advanced technologies in new areas, including renewable energy.
- Award preference for federal loans or grants (or larger loans and grants) to organizations or companies that reuse recently closed manufacturing facilities. This would provide an incentive for retooling existing manufacturing facilities to produce new, advanced technologies.

### **Defense Production Act Funding for Advanced Battery Technologies**

Michigan is uniquely situated to offer unmatched technical expertise in development and commercialization of advanced battery technologies and in development of the manufacturing base necessary to support a sustained move toward utilization of electric drive vehicle systems in the military complex. To tap into this expertise, I ask your assistance in providing an additional \$100 million in Defense Production Act (DPA) funding for a competitive program to develop domestic industrial sources of advanced battery technologies for use in military applications. This funding would support development of dual-use manufacturing capacity in the U.S. under title III of the DPA, which authorizes the use of financial incentives to expand productive capacity and supply.

The Department of Defense has an emerging need for lithium ion batteries for next-generation vehicles and other energy storage applications, which will help our military address higher power and energy needs, vehicle requirements including silent watch, silent mobility, exportable power, longer battery life, high and low temperature operation, improved safety and reduced fuel consumption. Providing an infusion of federal dollars into this program at this time would help to meet this emerging DOD need while at the same time help to promote continued development and utilization of existing manufacturing capability in Michigan and other similarly situated states.

### **Developing a Rapid Transit Corridor in Detroit: Allow Private Rapid Transit Funds to be used as Local Matching Funds**

Include in the FY 2010 Transportation Appropriations bill legislative language to permit the use of private funds spent on developing a rapid transit route in Detroit to be used for the required local matching funds for the public rapid transit project under way in Detroit under the Federal Transit Administration's New Starts program. The private project is a rapid rail project that will run on Woodward Avenue North from Hart Plaza – the river's edge, to Grand Boulevard. The public project picks up at Grand Boulevard and runs for another several miles. These projects are in the same corridor and one project complements the other.

**Army Corps of Engineers: Soo Lock Replacement Project in the Energy and Water Appropriations Bill.**

Include funding for the Soo Lock Replacement Project. This is such a big project and would have major job benefits (1,000 jobs are expected to be created). In my May 22, 2009 letter to the subcommittee, I requested \$108,000,000 for the Army Corps of Engineers to continue construction on the additional Poe-sized lock in Sault Ste Marie. Shipping on the Great Lakes is critical to the economic vitality of the region.

Total annual shipping on the Great Lakes exceeds 180 million tons, about half of which goes through the Soo Locks. Funding for the improvement of the Soo Locks is critically important to navigation in the Great Lakes and to the nation. Two-thirds of the carrying capacity of the U.S. Great Lakes fleet is now limited to the one large lock (the Poe Lock) at the Soo complex. More than 70 percent of the raw materials needed by the steel industry, as well as low-sulfur coal and grain exports, rely on transportation through the Soo Locks. If the Poe Lock should fail, shipping between Lake Superior and Lake Huron would essentially cease, and the steel industry, along with steel and coal-reliant industries, would be crippled. Agricultural industries dependent on farm exports would also be severely harmed.